

02LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

P.A.S.: Waiver of Design Standards # 02001 **DATE:** January 22, 2002

PROPOSAL: Waive street paving, sidewalks, storm sewer and street trees on South Coddington Avenue south of West "M" Street.

CONCLUSION: The requested waivers are a result of a proposed Administrative Final Plat. There are no unusual circumstances that would warrant the approval of the waivers. South Coddington Avenue should be brought up to urban standards to plan for future development in this area. There is potential development to the west of the subject property.

<u>RECOMMENDATION:</u>	Denial
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GENERAL INFORMATION:

LEGAL DESCRIPTION: Lot 96 IT located in the NW 1/4 of Section 28, Township 10 North, Range 6 East, Lancaster County, Nebraska

LOCATION: West "M" Street and South Coddington Avenue

APPLICANT: Engineering Design Consultants
630 North Cotner Blvd. Suite 105
Lincoln, NE 68505

OWNER: Gary and Carolyn Christensen

CONTACT: Engineering Design Consultants
630 North Cotner Blvd. Suite 105
Lincoln, NE 68505

EXISTING ZONING: I-1, Industrial

EXISTING LAND USE: Industrial

SURROUNDING LAND USE AND ZONING:

North:	H-3, Highway Commercial	Mini-storage and commercial
South:	I-1, Industrial;	Burlington Northern Railroad yard.
East:	I-1, Industrial;	Storage sheds
West:	I-1, Industrial;	Vacant ground. Homestead Expressway is located approximately 200 feet to the west.

HISTORY: This area was changed from "K" Light Industry to I-1 Industrial in the 1979 zoning update.

Manchester Heights subdivision abutting this property to the north was platted in April, 1891.

COMPREHENSIVE PLAN SPECIFICATIONS: The Comprehensive Plan specifies this area as Industrial.

UTILITIES: A public water main exists on South Coddington.
No sanitary sewer exists to serve this lot.

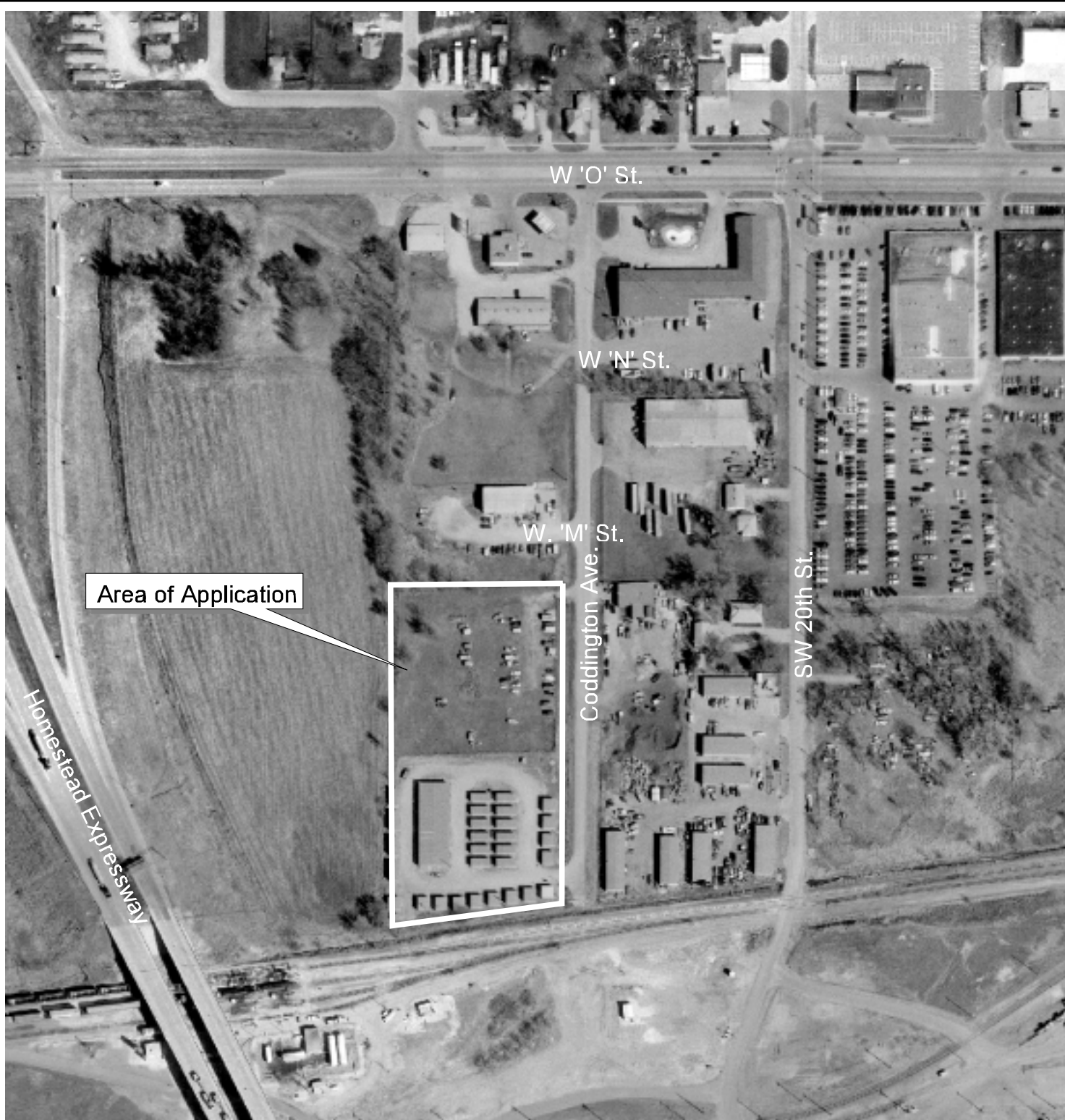
TRAFFIC ANALYSIS: South Coddington is a local street.
West "M" Street is a platted street that has not been developed.

ANALYSIS:

1. The requested waivers are associated with an Administrative Final Plat. The proposed plat would subdivide Lot 96 IT into two lots.
2. This request is to waive the Subdivision requirements for sidewalks (Sec. 26.23.095), street paving and storm sewer (Sec. 26.23.100), and street trees (Sec. 26.27.090) on South Coddington Avenue.
3. S.W.20th Street, one block to the east, has curb and gutter and storm sewer, but no sidewalks or street trees.
4. Public Works objects to the waivers.
5. Immediately to the west of Lot 96 IT is Lot 125 IT which is now vacant. If Lot 125 IT was to develop in the future, access would possibly come from West "M" Street or West "N" Street off of South Coddington Avenue. The possibility of increase traffic necessitates bringing South Coddington up to urban standards.
6. The city plat map shows South Coddington Avenue south of West "M" Street to have 66 feet right-of-way. The 66-feet right-of-way will not present a problem to construct storm sewer, sidewalks and street trees.

Prepared by:

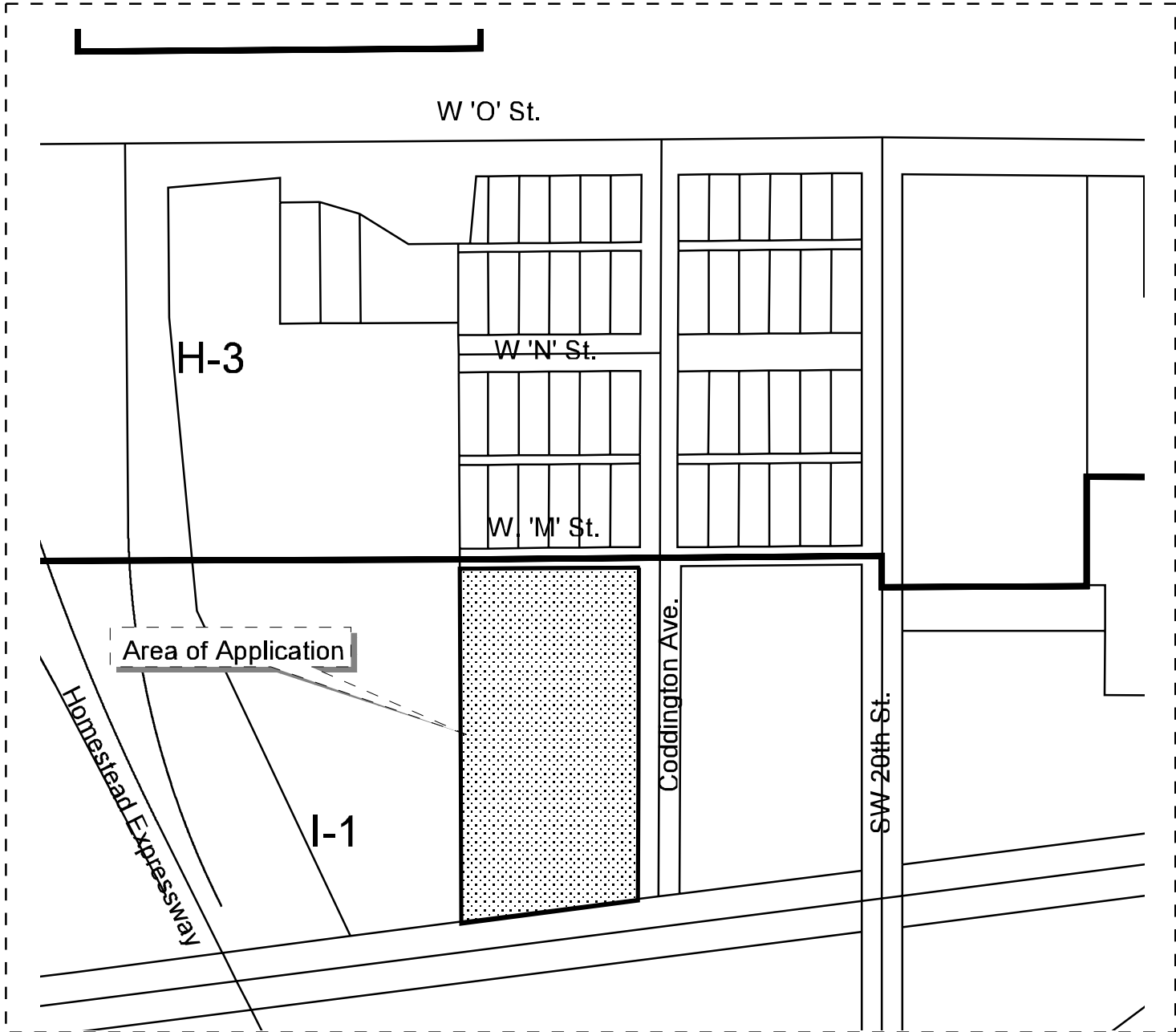
Tom Cajka
Planner



Waiver of Design Standards #02001
S. Coddington Ave and W 'M' St.



Photograph Date: 1997

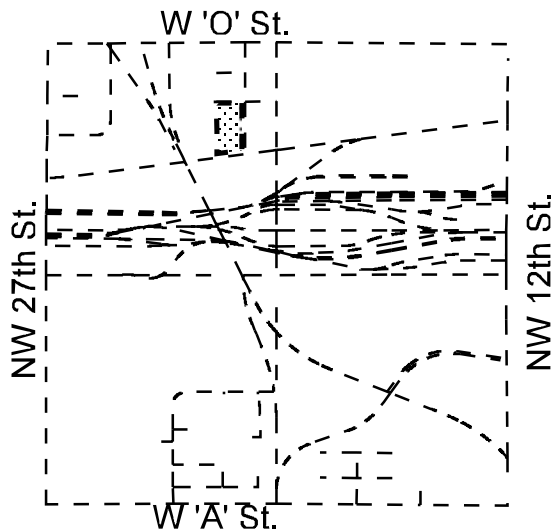
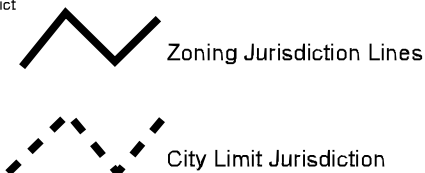


Waiver of Design Standards #02001 S. Coddington Ave and W 'M' St.

Zoning:


R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Conservation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

One Square Mile
Sec. 28 T10N R6E



M e m o r a n d u m

JAN 15 2002

To: Tom Cajka, Planning
From:  Dennis Bartels, Engineering Services
Subject: Ford Van Lanes Addition Administrative Plat
Date: January 11, 2002
cc: Roger Figard
Nicole Fleck-Tooze

Engineering Services has reviewed the administrative final plat for Ford Van Lines Addition located west of Coddington south of "M" Street and has the following comments:

1. Water - A public water main exists in Coddington to serve the lots within this plat.
2. Sanitary Sewer - No sanitary sewer exists to serve this plat. A plan should be required to show how sanitary sewer will be provided.
3. Streets - The plan shows dedication of an additional 33' of right-of-way for West "M" Street. A grading plan and street profile is required to determine the required surety to pave West "M" Street.
4. Requested Waivers - Coddington Avenue is currently a 22' wide rural section roadway. This is substandard per the subdivision ordinance and design standards for an industrially zoned lot. A potential subdivision has been discussed for property to the west of this subdivision. This property must also take access to Coddington Avenue. The required 33' wide urban paving in 66' of right-of-way is standard and will not present a problem to construct storm sewer, sidewalks and trees per subdivision requirements. Provisions need to be made to pave Coddington from this plat north to West "O" Street. This will solve the storm sewer, drainage, and utility conflicts outlined in the letter. If this area is to develop the required urban improvements, it should be made in conjunction with development. Public Works objects to the requested waivers.



630 North Cotner Blvd., Suite 105
Lincoln, Nebraska 68505

January 3, 2002

Kathleen Sellman, Director
Lincoln City-Lancaster County Planning Department
555 South 10 Street
Lincoln, NE 68508

JAN - 3 2002

RE: Ford Van Lines Addition
Administrative Final Plat No. 98027
EDC Project No. 01-053

Dear Ms. Sellman:

On behalf of the developers, Gary and Carolyn Christensen, waivers of subdivision design standards are requested for the above referenced Administrative Final Plat. The design standards for which waivers are requested were addressed in staff comments dated April 30, 1998 and are as follows:

- Completion of street paving of South Coddington Avenue
- Installation of sidewalks along the west side of South Coddington Avenue
- Installation of storm sewer in Coddington Avenue
- Planting of street trees along Coddington Avenue

Coddington Avenue from O Street south to the Burlington Northern Railroad yard is currently a rural section roadway with 22 feet wide concrete pavement extending for this entire length. The connection to O Street serves as the only access to this area. Because the street dead ends into the railroad yard, it is unlikely that it will ever extend any further south beyond this point. Therefore, traffic carried by this street will only serve local business. The existing pavement cross-section serves adequately for the business currently located in the area.

Improving Coddington Avenue to an urban section would dictate the installation of storm sewer to convey storm water runoff rather than the existing roadside ditches. Construction of storm sewer for this section of street is impractical since the upstream section of the street is also a rural section roadway. Installation of storm sewer in Coddington Avenue will require removal of the existing pavement. Adequate right-of-way does not exist beyond existing pavement along the west side of the street to accommodate construction of sanitary and storm sewer while maintaining required pipe separation. Similarly, right-of-way beyond the existing pavement on the east side of the street is not adequate to accommodate construction of storm sewer and maintain required separation from the existing water main.

The nature of the land use in this area does not generate high volumes of pedestrian traffic; and, the rural cross section of Coddington Avenue does not provide an effective location for installation of sidewalks. Sidewalk located between the pavement and the ditch create a potential hazard by placing pedestrians close to vehicular traffic with no physical barrier between them. It also causes difficulties in regards to snow removal. Placement of the sidewalk behind the ditch requires substantially reducing the size of the ditch, or acquiring a pedestrian easement outside of the city right-of-way. Setbacks in the existing I-3 zoning are not conducive to pedestrian easements. Many of the existing business located along this section of street have fences locate on or near the right-of-way.

This section of Coddington Avenue does not currently have street trees. As with sidewalks, the rural section roadway does not provide proper space for planting of trees. Trees would have to be located in the ditch, which impedes the flow of storm water and increases the potential for disease or damage to the trees.

Please schedule these waiver requests for consideration at the next possible Planning Commission meeting.

If you have any questions or require additional information, please contact me.

Regards,



Rick Onnen, E.I.T.

JAN - 3 2002

CHIEF OF ENGINEERING
PLANNING DEPT.